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101ST CONGRESS
1st Session

SENATE

REPORT
101-89

ROUTE 66 STUDY ACT OF 1989

JULY 27 (legislative day, JANUARY 3), 1989.—Ordered to be printed

Mr. JOHNSTON, from the Committee on Energy and Natural Resources, submitted the following

REPORT

[To accompany S. 963]

The Committee on Energy and Natural Resources to which was referred the bill (S. 963) to authorize a study on methods to commemorate the nationally significant highway known as Route 66, and for other purposes, having considered the same, reports favorably thereon with an amendment and recommends that the bill, as amended, do pass.

The amendment is as follows:

On page 3, line 19, strike "submit a report of" and insert in lieu thereof "transmit".

PURPOSE OF THE MEASURE

The purpose of S. 963, as ordered reported, is to direct the Secretary of the Interior, acting through the Director of the National Park Service, to study the significance of Route 66, and evaluate alternatives for preservation and use of the remaining segments of Route 66.

BACKGROUND AND NEED

In the early 1920's, it was impossible to go across the United States on a paved road. Responding to increased interest and need for automobile transportation, the 1926 National Highway System Act was passed, creating a national system of roads and a system of financing those roads. Probably the most famous of the early highways commissioned by that Act was Route 66, one of the longest and earliest transcontinental roadways in America. Stretching from Chicago to Santa Monica, it extended over 2,000 miles and 7

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States and carried thousands of migrating Americans and vacationers to the West.

Route 66 served as one of the main corridors for westward migration from the Dust Bowl to the California coast during the 1920's, 30's and 40's and was memorialized by John Steinbeck in "The Grapes of Wrath" as the "mother road". It is equally important in terms of later migrations, particularly as people moved west after World War II due to the rise of the defense industry. Over the years, the highway began to assume almost mythical proportions and was acknowledged in song, television and film.

Since Route 66 has been superseded by superhighways, much of it has faded from the American landscape. However, some segments of the highway still remain, including classic examples of the highway and its structures, such as shops, restaurants, motels, and other facilities that were situated along the highway to serve travelers.

During the early 1980's, as structures and features along Route 66 began to disappear, interest emerged in seeking ways of preserving the remnants of Route 66. Since then, Route 66 associations have formed in the States of California, Arizona, and New Mexico to further the preservation of this historic highway.

S. 963 would direct the Secretary of the Interior, acting through the Director of the National Park Service to undertake a comprehensive study of U.S. Route 66. The study shall evaluate the significance of Route 66 and study options for preservation and use of the remaining segments of the highway. Representatives of each of the States traversed by Route 66 as well as representatives of associations interested in the preservation of Route 66 will participate in the study. The study is to be transmitted to the Committees on Energy and Natural Resources in the Senate and Interior and Insular Affairs in the House of Representatives no later than 2 years from the date that funds are made available for the study.

LEGISLATIVE HISTORY

S. 963 was introduced by Senator Domenici and others on May 10, 1989. A hearing was held before the Subcommittee on Public Lands, National Parks and Forests on June 21, 1989.

At the business meeting on July 19, 1989, the Senate Committee on Energy and Natural Resources ordered S. 963, as amended, favorably reported.

COMMITTEE RECOMMENDATIONS AND TABULATION OF VOTES

The Senate Committee on Energy and Natural Resources, in open business session on July 19, 1989, by unanimous vote of a quorum present, recommends that the Senate pass S. 963 if amended, as described herein.

The rollcall vote on reporting the measure was 18 yeas, 0 nays, as follows:

YEAS	NAYS
Mr. Johnston	
Mr. Bumpers	
Mr. Ford [1]	
Mr. Metzenbaum [1]	

Mr. Bradley
Mr. Bingaman [1]
Mr. Wirth
Mr. Conrad
Mr. Heflin
Mr. McClure
Mr. Hatfield
Mr. Domenici
Mr. Wallop [1]
Mr. Murkowski
Mr. Nickles
Mr. Burns
Mr. Garn [1]
Mr. McConnell [1]

[1] Indicates voted by proxy.

COMMITTEE AMENDMENTS

During the consideration of S. 963, the Committee adopted an amendment which clarified that the Route 66 study itself rather than a "report on the study" should be transmitted to the appropriate Congressional Committees.

COST AND BUDGETARY CONSIDERATIONS

The following estimate of the cost of this measure has been provided by the Congressional Budget Office.

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, July 21, 1989.

Hon. J. BENNETT JOHNSTON, Jr.,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has reviewed S. 963, the Route 66 Study Act of 1989, as ordered reported by the Senate Committee on Energy and Natural Resources on July 19, 1989. Implementation of this bill would cost a total of about $100,000 during fiscal years 1990 and 1991, assuming appropriation of the necessary amounts. These funds would be spent to prepare and distribute the study required by Section 3 of the bill.

Enactment of this bill would not affect the budgets of state or local governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis, who can be reached at 226–2860.

Sincerely,

ROBERT D. REISCHAUER,
Director.

REGULATORY IMPACT EVALUATION

In compliance with paragraph 11(b) of Rule XXVI of the Standing Rules of the Senate, the Committee makes the following evaluation of the regulatory impact which would be incurred in carrying out S. 963. The bill is not a regulatory measure in the sense of

imposing Government-established standards or significant economic responsibilities on private individuals and businesses.

No personal information would be collected in administering the program. Therefore, there would be no impact of personal privacy.

Little, if any, additional paperwork would result from the enactment of S. 963, as reported.

EXECUTIVE COMMUNICATIONS

The pertinent legislative report received by the Committee from the Department of the Interior setting forth executive agency recommendations relating to S. 963 is set forth below:

U.S. DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, DC, July 3, 1989.

Hon. J. BENNETT JOHNSTON,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: This responds to your request for our views on S. 963, a bill "To authorize a study on methods to commemorate the nationally significant highway known as Route 66, and for other purposes".

We do not object to enactment of S. 963.

S. 963 would authorize a study on methods to commemorate Route 66, the highway from Chicago, Illinois, to Santa Monica, California. The study proposed in S. 963 would require no additional authority but we would not object if Congress chooses to authorize a specific study for Route 66. We do not intend to request additional funding for this purpose. We estimate that the study would cost $150,000.

United States Route 66 extended over 2,000 miles and 7 States. Route 66 was a part of that American need to "go west", and its role in the 20th Century was similar to that of the Santa Fe Trail in the 19th Century. The highway funneled westward migration to Arizona and California, away from the desperation of the Dust Bowl. The highway has been memorialized in books, songs, motion pictures, the television programs of earlier years, and such great novels as "Grapes of Wrath".

During the 1980's, as structures and features along Route 66 have begun to disappear, interest has grown to seek ways of preserving the remnants of Route 66. Currently, Route 66 associations have formed in the States of California, Arizona, and New Mexico to further the preservation of this great highway.

Much remains of Route 66, including segments that are classic examples of the highway and its structures. These could be commemorated with cooperative efforts, including the private sector, and with State and local agencies.

The Office of Management and Budget has advised that there is no objection to the presentation of this report from the standpoint of the Administration's program.

MARYANNE C. BACH,
Deputy Assistant Secretary.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee notes that no changes in existing law are made by the bill S. 963, as reported.

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